**Amendments to the Claims**

**Listing of Claims:**

1. (Currently Amended) A method for simulating an engine failure in a multiple-engine aircraft comprising ~~the steps of~~:

reducing the power output of a first engine to simulate the engine failure; ~~and~~ increasing the power output of at least a second engine to compensate for the reduction of the power output of the first engine; and

displaying fictional engine condition data simultaneously with accurate engine condition data.

2. (Original) The method of claim 1 wherein

the aircraft has more than two engines.

3. (Original) The method of claim 1 wherein

the aircraft is a helicopter.

4. (Currently Amended) The method of claim 1 further comprising: ~~the step of~~

checking one or more aircraft safety systems before starting the simulation.

5. (Currently Amended) The method of claim 1 further comprising ~~the steps of~~:

limiting the total power output of the aircraft to the maximum power output of the engines which are not simulating the engine failure;

limiting the power output level of each engine which is not simulating the engine failure to a level at or below the level at which engine damage will occur; and

limiting the total power output of the engines which are simulating the engine failure to a level at or below the total power output of the aircraft minus the total power output of the engines which are not simulating the engine failure.

6. (Currently Amended) The method of claim 1 further comprising: ~~the step of~~

monitoring one or more aircraft systems and returning the aircraft to normal operation whenever a fault is detected in any monitored system.

7. (Canceled)

8. (Currently Amended) The method of claim ~~7~~ 9 wherein

the fictional engine condition data is displayed on a flat panel display.

9. (Currently Amended) A ~~The~~ method ~~of claim 7~~ for simulating an engine failure in a multiple-engine aircraft comprising the steps of:

reducing the power output of a first engine to simulate the engine failure;

increasing the power output of at least a second engine to a power level sufficient to permit aircraft flight without significant damage to any engine; and

displaying fictional engine condition data indicating that the power output of the first engine is substantially zero and that the power output of the second engine is higher than the true power output,

wherein accurate engine condition data is provided to the pilot in combination with the fictional engine condition data.

10. (Currently Amended) The method of claim ~~7~~ 9 wherein

the pilot is alerted any time the fictional power output of any engine exceeds the maximum power output attainable without engine damage.

11. (Currently Amended) The method of claim ~~7~~ 9 wherein

the fictional engine condition data is provided to the pilot in the form of needle type gauges in combination with digital readouts.

12. (Currently Amended) A computer-readable media encoded with a computer program for simulating an engine failure in a multiple-engine aircraft, the program comprising the method of:

~~a code segment for~~ reducing the power output of at least one engine to simulate the engine failure; ~~and~~

~~a code segment for~~ increasing the power output of at least a second engine to a power level sufficient to permit aircraft flight without significant damage to any engine; and

displaying fictional engine condition data simultaneously with accurate engine condition data.

13. (Currently Amended) The computer-readable media ~~program~~ of claim 12 wherein the aircraft has more than two engines.

14. (Currently Amended) The computer-readable media ~~program~~ of claim 12 wherein the aircraft is a helicopter.

15. (Currently Amended) The computer-readable media ~~program~~ of claim 12 further comprising:

~~a code segment for~~ limiting the total power output of the aircraft to the maximum power output of the engines which are not simulating the engine failure;

~~a code segment for~~ limiting the power output level of each engine which does not have a simulated engine failure to a level at or below the level at which engine damage will occur; and

~~a code segment for~~ limiting the total power output of the engines which do have a simulated engine failure to a level at or below the total power output of the aircraft minus the total power output of the engines which are not simulating the engine failure.

16. (Currently Amended) The computer-readable media ~~program~~ of claim 12 further comprising: ~~the step of~~

monitoring one or more aircraft systems and returning the aircraft to normal operation whenever a fault is detected in any monitored system.

17. (Canceled)

18. (Currently Amended) The computer-readable media ~~program~~ of claim ~~17~~ 19 wherein the fictional engine condition data is displayed on a flat panel display.

19. (Currently Amended) A ~~The~~ computer-readable media encoded with a computer program ~~of claim 17~~ for simulating engine failure in a multiple-engine aircraft, the program comprising:

reducing the power output of an engine having a simulated engine failure;

increasing the power output of a second engine to a power level sufficient to permit aircraft flight without significant damage to any engine; and

displaying fictional engine condition data indicating that the power output of the simulated failed engine is zero and that the power output of at least one of the remaining engines is higher than the true value,

wherein accurate engine condition data is provided to the pilot in combination with the fictional engine condition data.

20. (Currently Amended) The computer-readable media ~~program~~ of claim ~~17~~ 19 wherein the pilot is alerted any time the fictional power output of any engine exceeds the maximum power output attainable without engine damage.

21. (Currently Amended) The computer-readable media ~~program~~ of claim ~~17~~ 19 wherein

the aircraft system condition data is provided to the pilot in the form of needle type gauges in combination with digital readouts.

22. (Currently Amended) A multiple-engine aircraft comprising:

a first engine;

a second engine;

a software component for reducing the power output of a first engine to simulate engine failure; ~~and~~

a software component for increasing the power output of the second engine to compensate for the reduction of the power output of the first engine; and
a software component for displaying fictional engine condition data simultaneously with accurate engine condition data.

23. (Original) The aircraft of claim 22 wherein
the aircraft further comprising a third engine.

24. (Original) The aircraft of claim 22 wherein
the aircraft is a helicopter.

25. (Original) The aircraft of claim 22 further comprising
a software component for checking one or more aircraft safety systems before reducing the power to any engine.

26. (Original) The aircraft of claim 22 further comprising:
a software component for limiting the total power output of the aircraft to the maximum power output of the engines which are not simulating the engine failure;
a software component for limiting the power output level of each engine which is not simulating the engine failure to a level at or below the level at which engine damage will occur; and
a software component for limiting the total power output of the engines which are simulating the engine failure to a level at or below the total power output of the aircraft minus the total power output of the engines which are not simulating the engine failure.

27. (Original) The aircraft of claim 22 further comprising
a software component for monitoring one or more aircraft systems and returning the aircraft to normal operation whenever a fault is detected in any monitored system.

28. (New) The method of claim 1, wherein

the displaying fictional engine condition data simultaneously with accurate engine condition data includes displaying fictional engine condition data for each of the first and second engines simultaneously with accurate engine condition data for each of the first and second engines.

29. (New) The method of claim 9, wherein

the displaying fictional engine condition data and providing accurate engine condition data includes displaying fictional engine condition data for each of the first and second engines simultaneously with accurate engine condition data for each of the first and second engines.

30. (New) The computer-readable media of claim 12, wherein

the displaying fictional engine condition data simultaneously with accurate engine condition data includes displaying fictional engine condition data for each of the first and second engines simultaneously with accurate engine condition data for each of the first and second engines.

31. (New) The computer-readable media of claim 19, wherein

the displaying fictional engine condition data and providing accurate engine condition data includes displaying fictional engine condition data for each of the first and second engines simultaneously with accurate engine condition data for each of the first and second engines.

32. (New) The aircraft of claim 22, wherein

the software component for displaying fictional engine condition data simultaneously with accurate engine condition data includes displaying fictional engine condition data for each of the first and second engines simultaneously with accurate engine condition data for each of the first and second engines.

33. (New) The method of claim 1, wherein

the displaying of fictional engine condition data simultaneously with accurate engine condition data includes displaying the fictional engine condition data on a first display device and displaying the current, accurate engine condition data on a second display device, which is separate from the first display device.

34. (New) The method of claim 9, wherein

the displaying of fictional engine condition data and the providing of accurate engine condition data includes displaying the fictional engine condition data on a first display device and displaying the current, accurate engine condition data on a second display device, which is separate from the first display device.